

Coastal traffic along Hudson Bay. The Hudson Bay Company trading schooner Fort Severn berthed under the corner of the elevator convey or gallery at Port Churchill.

Hudson Bay  
Route

# *The Hudson Bay Route*

*Western Canada's  
Shortest Ocean Outlet  
... to Europe!*

Issued by Executive, Hudson Bay Route Association  
Frank Eliason, Secretary  
921 Avenue F North, Saskatoon, Sask.

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## Foreword

The Saskatchewan Wheat Pool has done much to publicize the Hudson Bay Route since it was opened to modern commerce in 1931. The "Pool's" Central Selling Agency arranged with the Dalgleish Shipping Company of Newcastle-on-Tyne, England, to supply two grain carriers to make a trial shipment of wheat that same year. In 1934, the Wheat Pool chartered thirteen ships to export wheat, flour and mill feed, cattle, lumber and honey.

Up to the 1938 shipping season, around 120 steamships have sailed over the Hudson Bay Route, since the grain terminal was erected at Port Churchill.

The Imperial Shipping Committee has accepted the route as having been proven, from the standpoint of feasibility and safety. All that remains to be done is to use it, and save Western farmers and business men many millions of dollars by the shorter haul.

The compiling of this pictorial story is part of an effort to build up an informed public opinion that will support our demands for the fullest use of the Hudson Bay Route; believing that no reactionary element can long resist the pressure of public opinion.

We are indebted to the Wheat Pool for the illustrations that go to make up this booklet.

Saskatoon, June 1st, 1948.

**F**OLLOWING THE VOYAGE of Henry Hudson into Hudson Bay in 1610 in his little ship "Discovery," the mouth of the Churchill River was explored by Jens Munck in 1619, as proved by the finding, long years after, of a brass cannon stamped with the Danish Royal Mark, in the tidal flats nearby.

The Hudson Bay route became prominent with the opening up of the fur trade in the Canadian northwest by Radisson and Groseilliers, two French adventurers who sold the possibilities of a lucrative fur trade around "The Bay of the North" to King Charles II of England, a full cargo of furs being carried to England over the Hudson Bay route in 1668 in the ship "Non-such."

The granting of a Royal Charter "To the Governor and Company of Adventurers of England Trading into Hudson's Bay" followed. Thenceforward, for nearly 200 years, the chief factor in the development of the Hudson Bay region was to be the Hudson Bay Company.

**N**EARLY A CENTURY after Munck's illfated expedition, Capt. J. Abrahams rediscovered the Churchill River, named in honor of Lord Churchill, later the Duke of Marlborough, who had been elected Governor of the Hudson Bay Company. Abrahams returned to

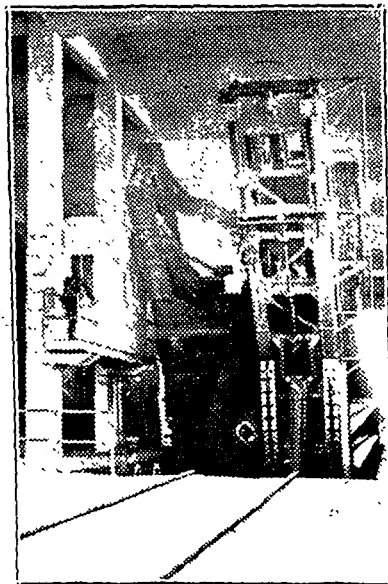
England and reported his discovery to the H.B. Company. On February 8, 1688, the committee resolved "that the Churchill River bee settled this yeare with a good shipp and a competent cargo for trade and materialls for white whale ffishings."

Capt. James Young sailed in the "Dering" from Gravesend for York Factory that year and a harpooner, Edward Mills, was included in the crew. The fruit of his labor appears in the entry in the minutes of the company for December 18, 1689, of twenty-eight casks of white whale blubber oil.

The whaling industry in Hudson Bay has had a long history and, for a time, great prosperity. (The first record of European whalers entering Hudson Bay was as early as 1619).

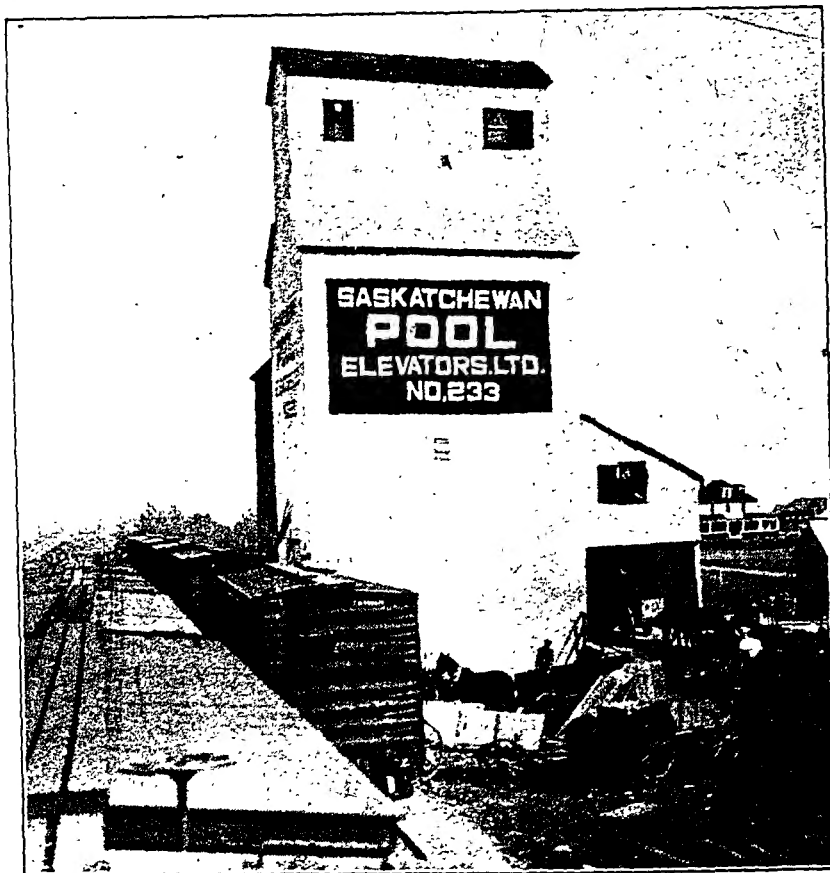
**T**HE HUDSON BAY COMPANY has carried on the whaling industry extensively from the earliest years, and New England whalers have entered Hudson Bay since 1846. Both ships and land stations, and both white and Eskimo labor have been employed. It has been estimated that between 1880 and 1925, 2,000 whales, yielding 1,000 tons of whalebone and 23,000 tons of oil worth \$17,000,000 have been taken in Baffin and Hudson Bays by whalers from European and United States ports.

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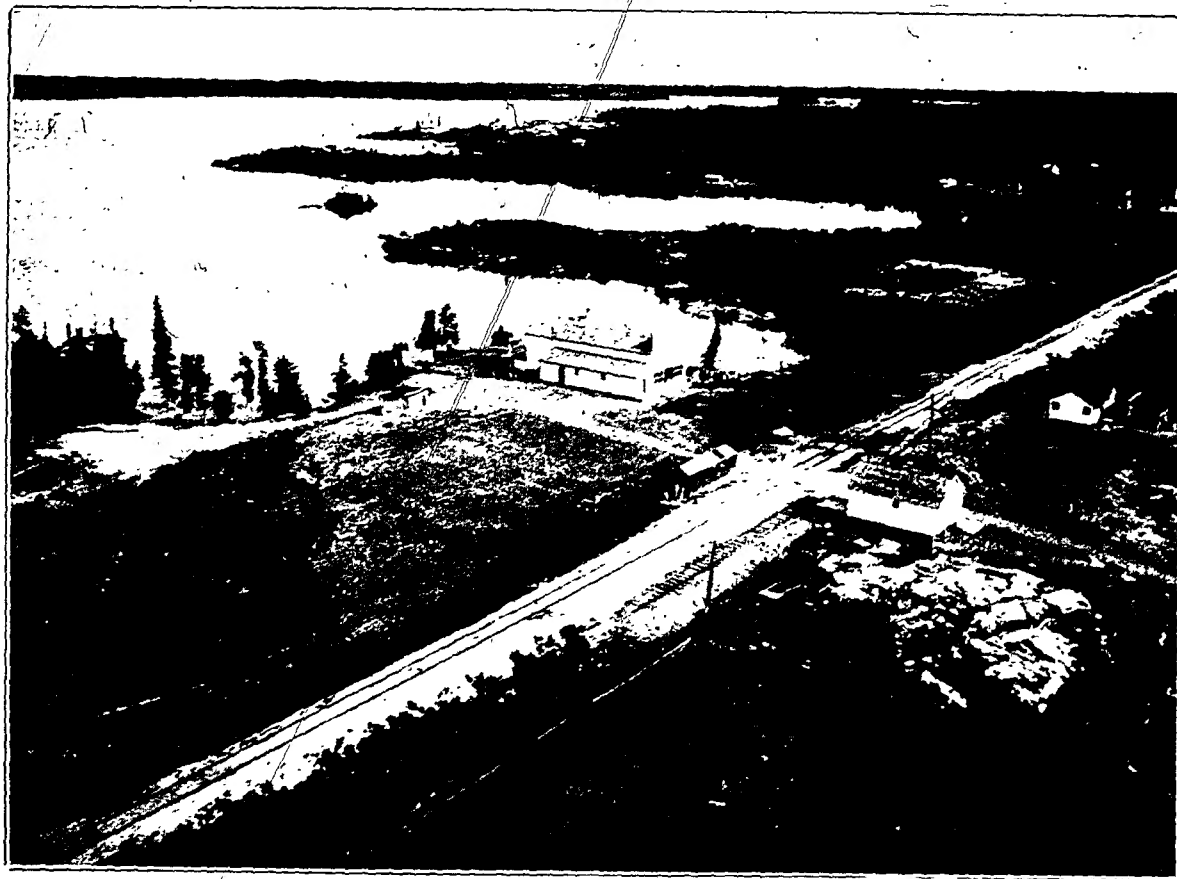
*One of the four automatic car dumpers in action at the Churehill Terminal.*

*Loading cars at Aberdeen, northeast of Saskatoon, part of original commercial shipments destined for export via Churchill.*



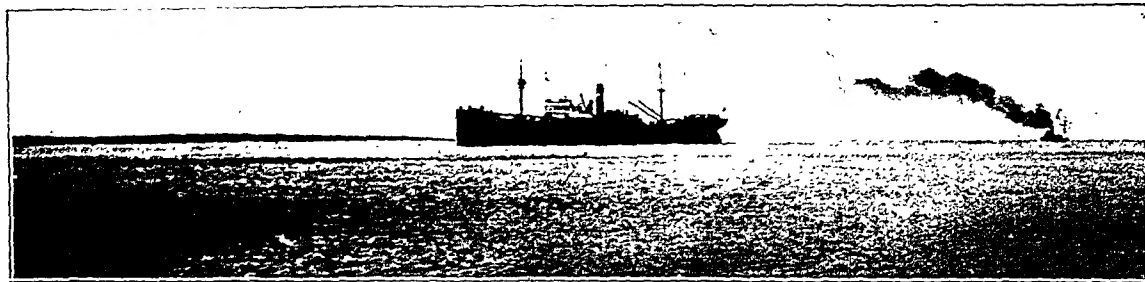
*Buy  
British!*

Waboden, 137 miles  
from The Pas, first  
divisional point on the  
Hudson Bay Railway.





*In the "Land of Little Sticks." The Hudson Bay Railway pushing its way northward across muskeg between the Nelson and Churchill Rivers.*



*Welcomed by a pilot tug, a freighter arrives at entrance of Churchill Harbor for a cargo of wheat.*

*(Continued from page one)*

**A**FTER THE SELKIRK SETTLERS had made good in their farming operations in the Red River Valley and produced the finest hard spring wheat in the world, they naturally sought the shortest export outlet for their surplus farm products, and in 1880 an agitation was started to build a railway to Hudson Bay from where their Scottish ancestors had entered Canada many years before. Two different companies were formed and one company actually laid 40 miles of steel, out of Winnipeg, but the 1885 rebellion stopped all further construction. In 1884 a land grant was made by the Government of Canada in aid of the construction of the Winnipeg-Hudson Bay Railway and Steamship Company. The purchase of this Hudson Bay road charter with accompanying land grant by MacKenzie Mann and Company, enabled this firm to extend railway construction throughout the West, and the first lap of the Hudson Bay road was commenced out of Eteomami (afterwards called Hudson Bay Junction) in the spring of 1906 to The Pas in northern Manitoba. This land grant was eventually cancelled.

**B**ECAUSE OF THE PERSISTENT demand by Western people for a railway to Hudson Bay, the Hon. Frank Oliver, Minister of the Interior, sold homestead and pre-emption lands for the purpose of financing the construction of this railroad.

From 1908 to 1918 land valued at \$42,250,000 was sold and surveys were conducted from The Pas to Port Nelson and Churchill in 1908 and 1909.

**P**ORT NELSON WAS at first chosen as the terminal, and grading was carried out and steel laid for 332 of the 424-mile route. Construction was started on harbor facilities at Port Nelson, but work was stopped on the project in 1917.

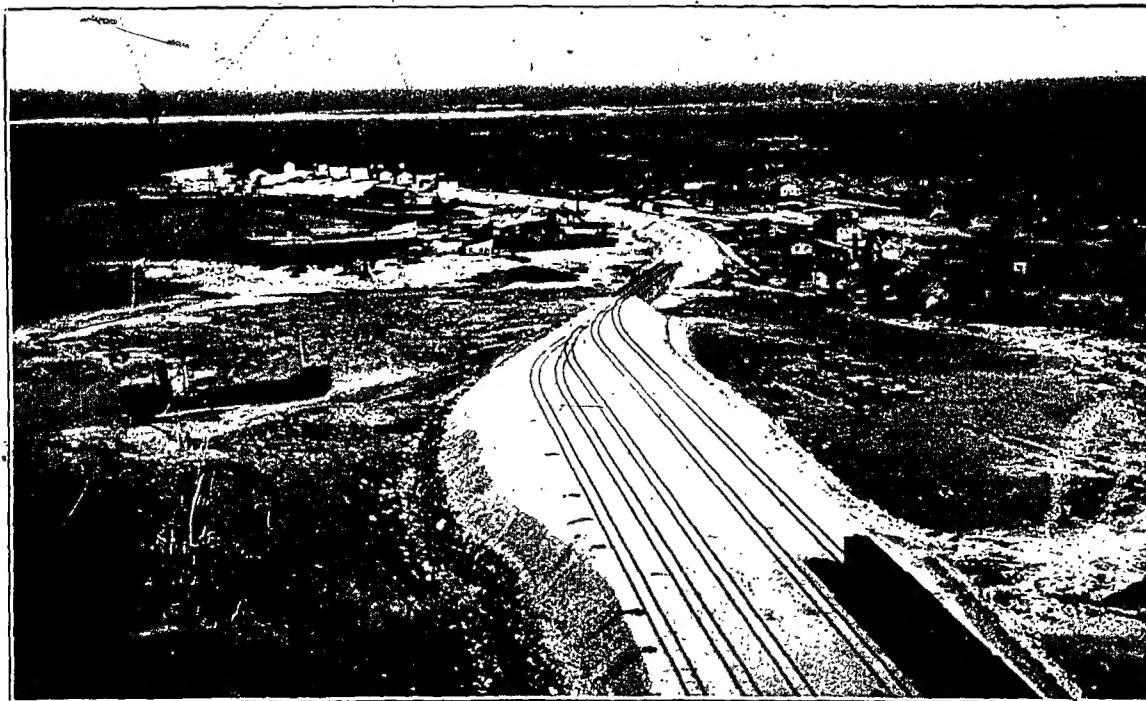
In 1922, "for reasons of economy," orders were issued to tear up the rails that had already been laid.

A year later the "On to the Bay Association" was formed in Winnipeg. All Western Boards of Trade were contacted, and a petition was circulated and signed by 175,000 electors, petitioning the government of Canada to proceed with the immediate completion of the road.

**A** SECOND SURVEY of the best point for a terminal was conducted and finally Churchill was chosen as the best location.

It was feared at first by the engineers on construction that in the summer the roadbed would not stand up to heavy traffic, being built through muskeg towards Churchill. With a heavy covering of gravel, however, the roadbed remains permanently frozen and in excellent condition.

*(Continued on page eleven)*



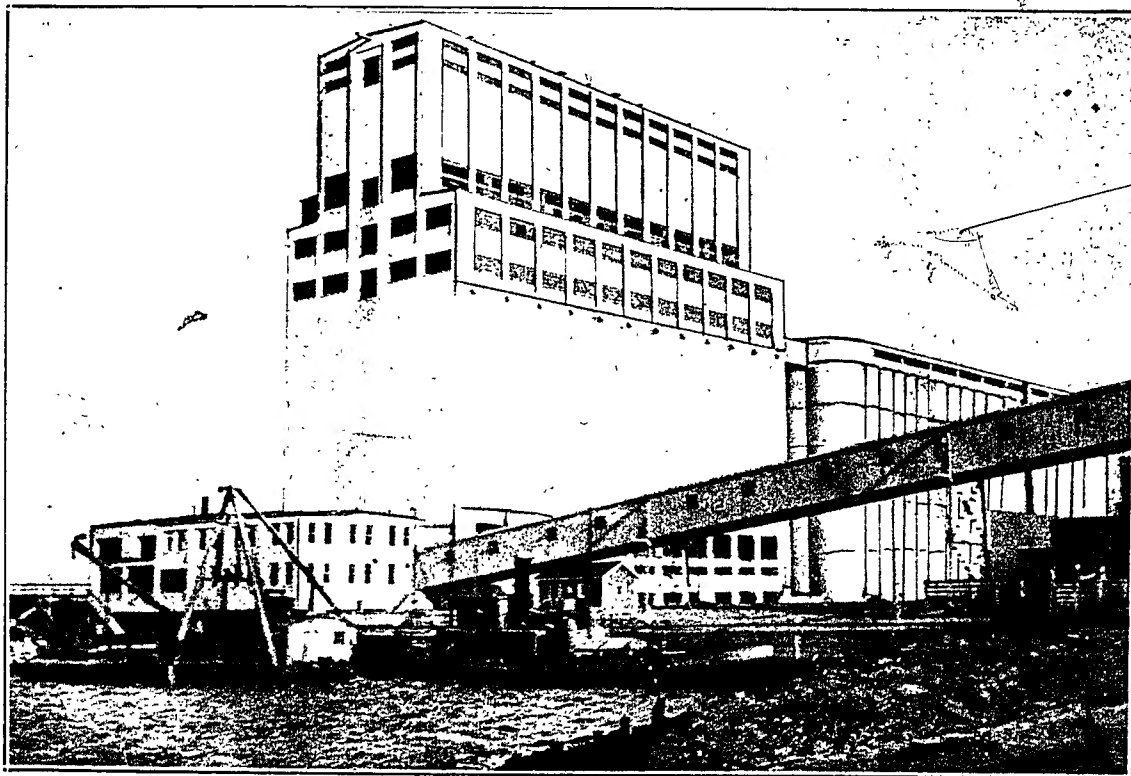
*Buy  
British!*

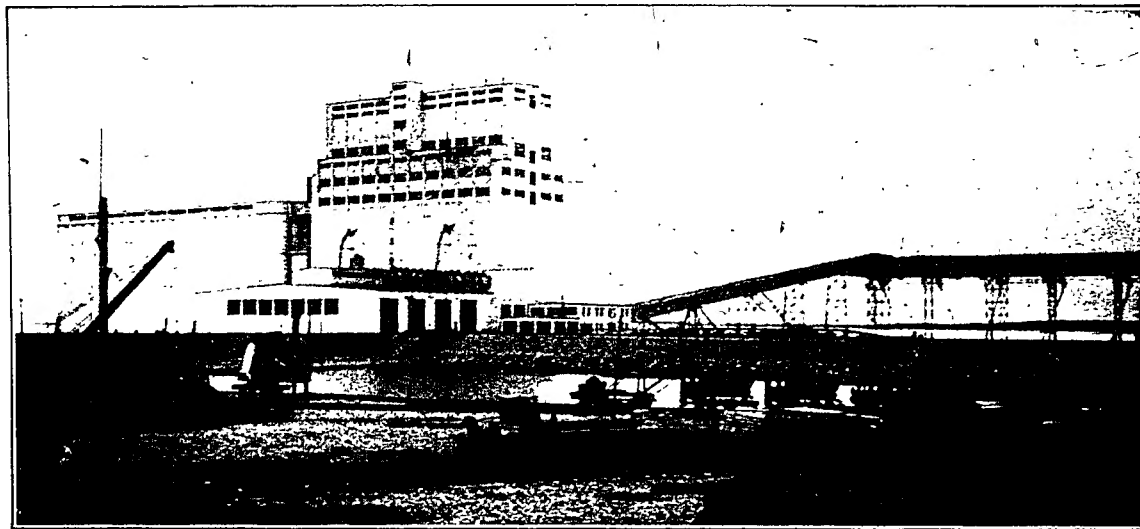
*Northeast of Churchill  
elevator work house  
taking in the harbor  
entrance, Fort Prince  
of Wales appears as a  
low rectangle midway  
along the east shore  
jutting into Hudson  
Bay.*



*Buy  
British!*

Churchill's 2,500,000 bushel terminal. The office building where the government inspection department is also housed, is at the left.

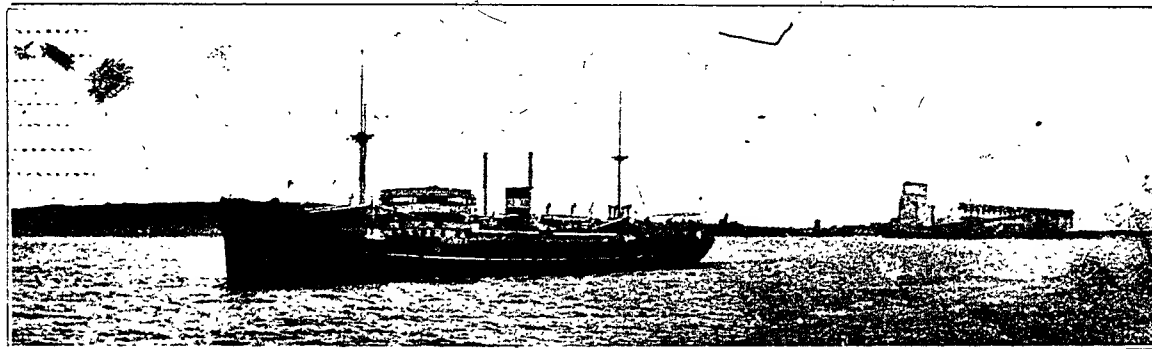
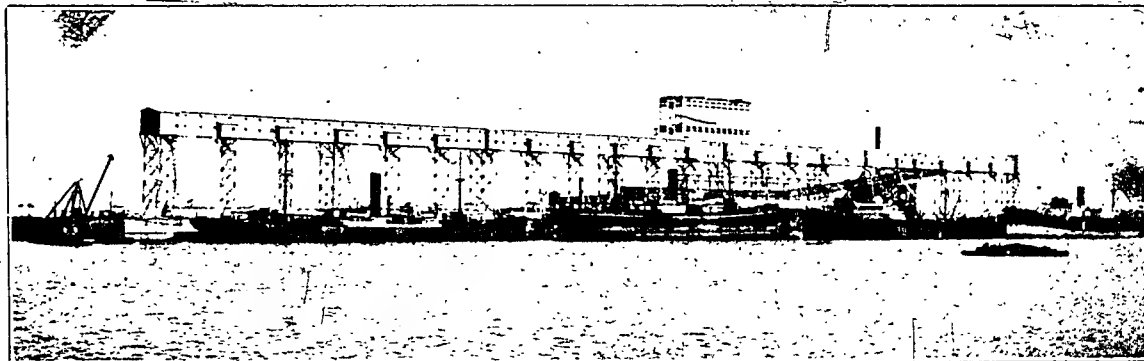




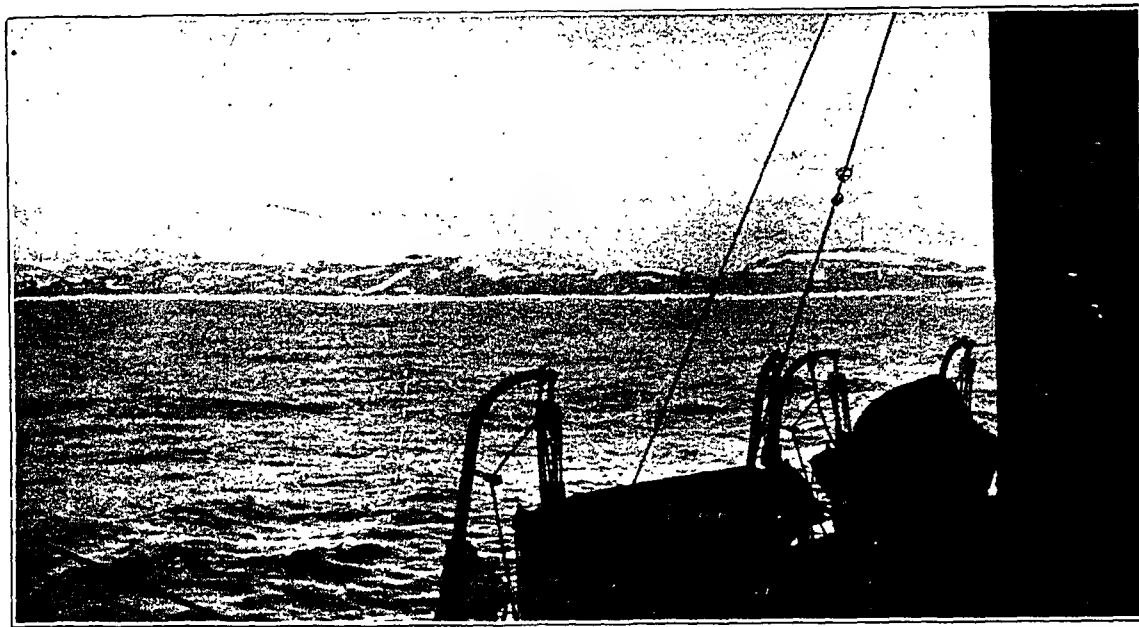
*Buy  
British!*

Elevator car unloading and part of conveyor gallery from high rocky ground at the rear.

*The present dock can accommodate four tramp steamers at once, three of them under the elevator gallery and the fourth further upstream.*



*The Charles L-D, a modern French motor ship outward bound with a cargo of 320,000 bushels of wheat, capable of making 15 knots per hour when loaded.*



*Buy  
British!*

*The bold, rocky coastline in the vicinity of Digges Island and Cape Wolstenholme. Here the Hudson Bay coast rises to heights of about 2,000 feet. In general, the east side of Hudson Bay is rugged while the west side is flat and marshy.*

*(Continued from page five)*

The railroad reached Churchill in 1929 and terminal facilities were completed by 1931.

**T**HE HUDSON BAY ROUTE for overseas mercantile marine trade may be said to have been inaugurated in 1931 when the S.S. "Farnworth" and S.S. "Warkworth," owned by R. S. Dalgleish Ltd., Newcastle-on-Tyne, were loaded at Churchill with 277,000 and 267,769 bushels of grain respectively. These trial shipments were attended with every success, arriving at Antwerp and London in fifteen and sixteen days out of Churchill.

Fifteen ships sailed out of the Port of Churchill in 1934, with 4,000,000 bushels of wheat, 3,795 tons of flour and mill feed, 580 head of cattle, 7 tons of honey, and 2,400,000 board feet of lumber.

**W**HEAT EXPORTED through Churchill in 1938 was produced on Saskatchewan farms that same season, proving that the Hudson Bay Route is both practical and economical.

In 1939 Churchill Port was closed to commercial navigation, as a war measure, and was not opened again until 1945.

5,000,000 bushels of wheat and 5,000,000 board feet of lumber were taken out over the Hudson Bay Route in 1947, and efforts are being made by the Hudson

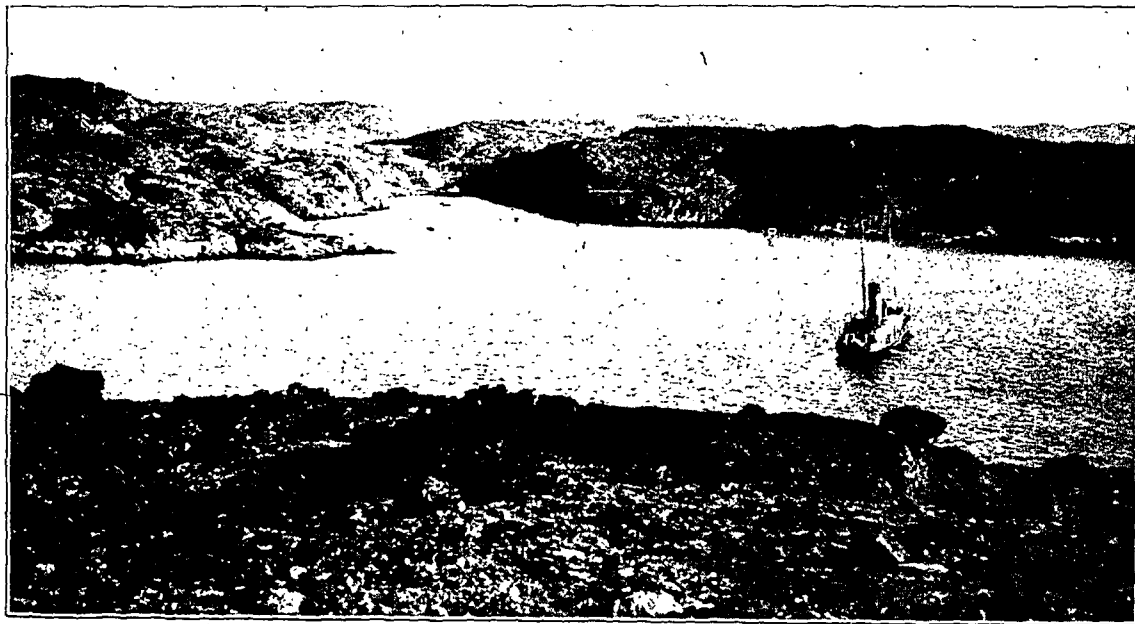
Bay Route Association to have 16,000,000 bushels of wheat and 10,000,000 board feet of lumber exported during the present season. An extension of the period of navigation allowed by marine insurance underwriters is necessary, also the lowering of insurance rates for the Hudson Bay route to place it on a competitive basis with the present St. Lawrence route, and representations are being made in this regard. We have the authority of the Hudson Strait Expedition 1927-28 report for the following data:

"Taking July 19th as an opening date for the strait and November 16 when ice was first reported at Nottingham in 1927, as a closing date, we get a season of 120 days, or practically four months, during which commercial vessels could have navigated with safety, and without the assistance of ice-breakers."

**A**T PRESENT, despite the high marine insurance rate between August 5 and October 10—66 days—the present shipping season, an additional insurance premium must be paid on vessels sailing from Churchill, October 11 to October 15.

More volume of shipping out of Churchill is the only means of bringing down the prohibitive marine insurance premiums at present collected, and a demand that the insurable shipping season be extended to at least 120 days.

*(Continued on page thirteen)*



*Buy  
British!*

Port Burwell, an inlet near Cape Chidley, at the eastern entrance to Hudson Strait. In the cove in the background are situated Hudson Bay Company and R.C.M.P. posts. A supply ship lies in the channel. Port Burwell was occupied as one of the three bases in 1927 when the Dominion Government sent an expedition to reconnoitre, prior to establishing navigation aids in the Strait.

*(Continued from page eleven)*

**I**N DAYS GONE BY, whaling boats and Hudson Bay vessels navigated into Hudson Bay with the light of the stars for their guidance. Now, with the many aids to navigation—gyro compass, radar, echo depth recording, direction finding apparatus and aeroplane service—hazard has to a great extent been done away with and should be recognized by the powers that be.

In Saskatchewan, there are approximately 350 points on the C.N.R. where the freight rates on grain are equal, or show a differential of from one to four cents per 100 lbs. in favor of Port Churchill, and when there is more railroad extension in the north country, a still greater number of points will have a differential favoring Churchill.

**A** GAIN, the carrying charge for grain on the Great Lakes between Fort William and Montreal is eliminated over the Hudson Bay Route, with the resultant saving going into the pockets of the farmers.

There is only one pilotage charge of \$50 at Port Churchill, whereas the pilotage charges for a single vessel down the tortuous St. Lawrence amounts to \$1,200.

**P**ORT CHURCHILL, a natural harbor on Hudson Bay, is the geographical centre of Canada.

The City of Saskatoon is just 814 miles from Churchill and is 1,128 miles nearer Liverpool, England, than by the old St. Lawrence route via Montreal.

An average of 1,100 miles can be saved between any point in Western Canada and Great Britain if use is made of the Hudson Bay Route.

#### **Savings on Grain Haul**

The rates on grain from Yorkton, Sask., and Swan River, Man., to Montreal is 31 cents, to Churchill 19 cents per 100 lbs.; making a saving of 7.2 cents per bushel of wheat to tidewater.

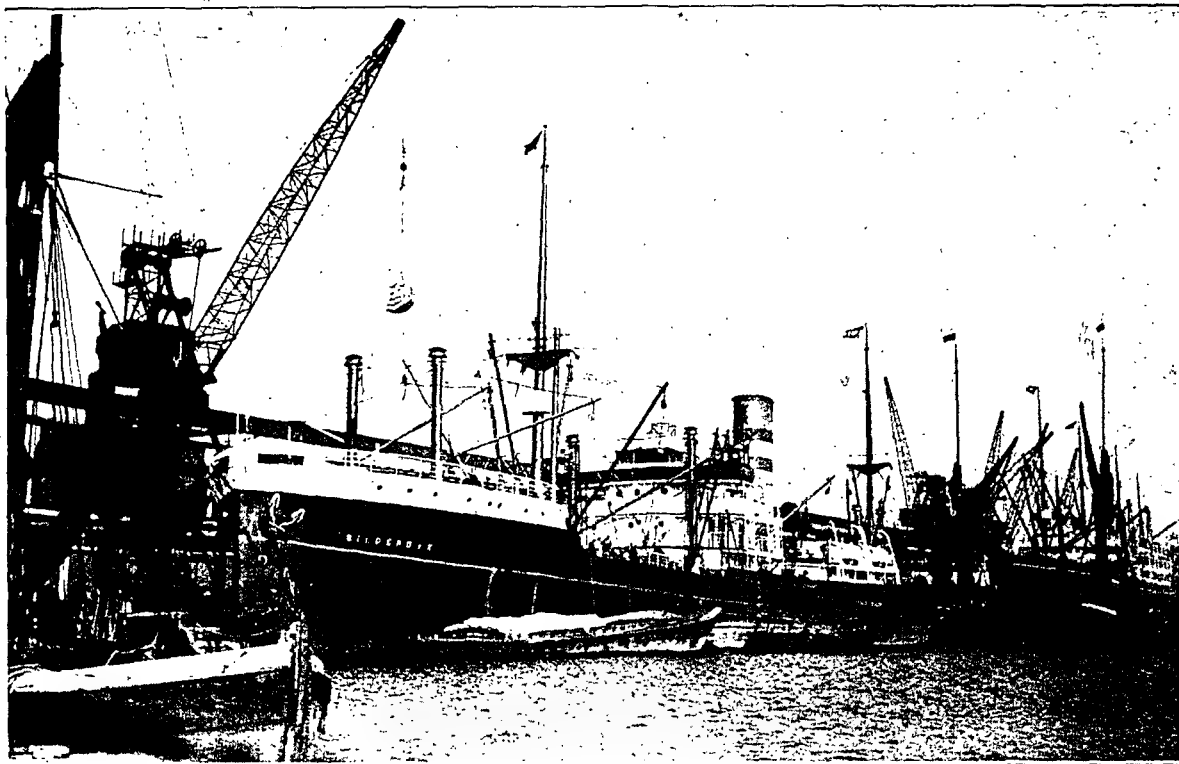
The average freight reduction to Churchill in car load shipments of cattle amounts to \$102.18, or 51.9 cents per 100 lbs.

#### **Savings on Dairy Products**

The average freight reduction to Churchill on dairy products (butter and dressed poultry) is \$286.82 per car, or 57.36 cents per 100 lbs.

#### **Savings on Shipment of Eggs**

The average freight reduction to Churchill on eggs is \$140.00 per car.



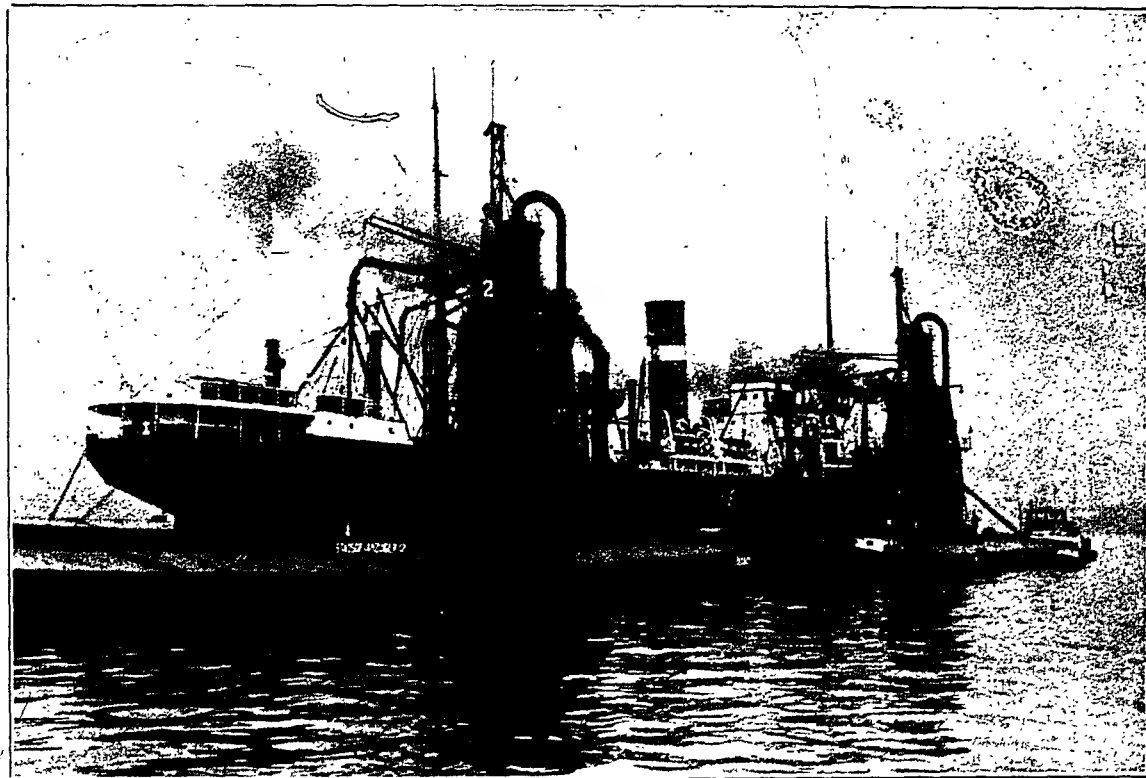
*Buy  
British!*

*The S.S. Bilderdyk,  
newly arrived from  
Churchill, unloading  
Saskatchewan mill  
products in the Royal  
Albert Dock, London.*

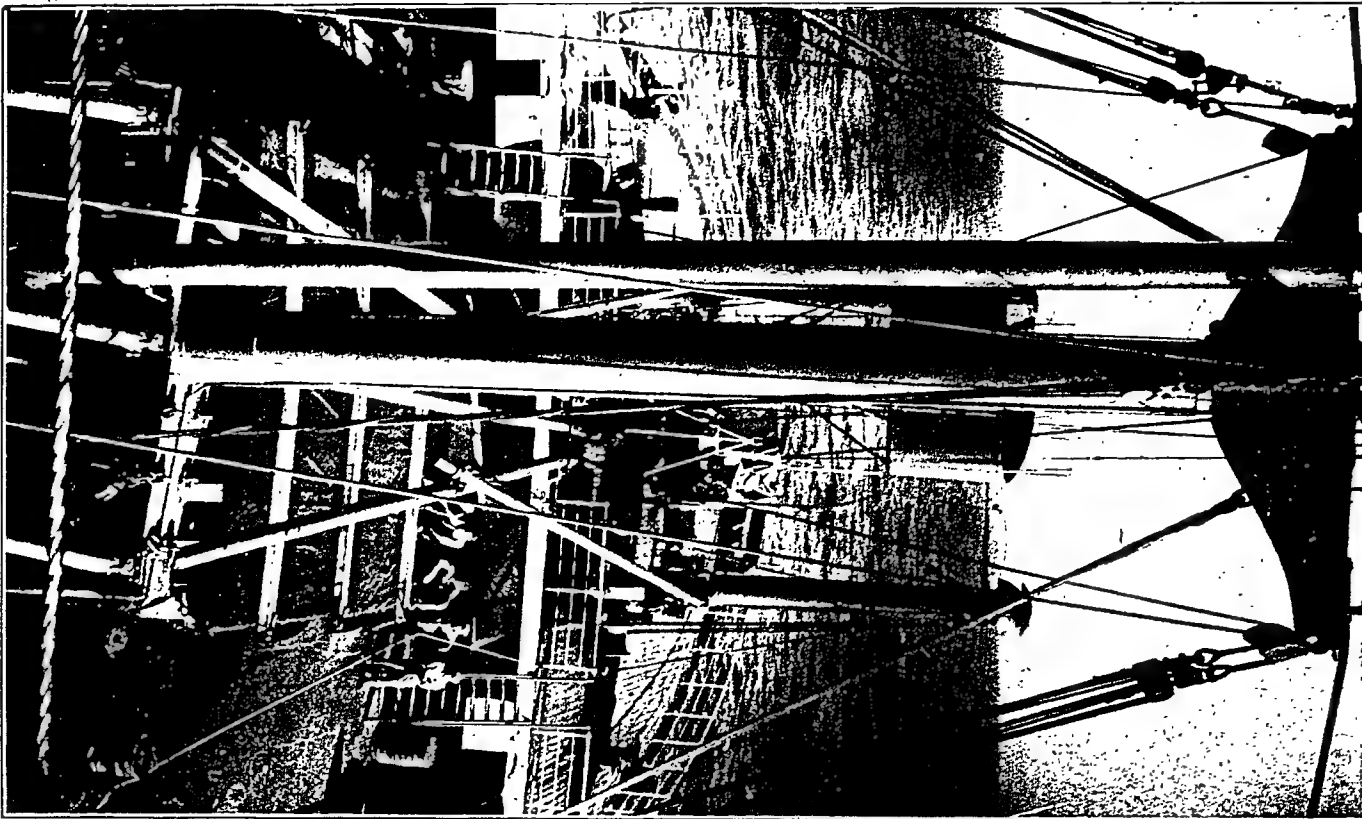


*Buy  
British!*

*Grain ship from Churchill  
unloaded in the Siberia  
Dock, Antwerp. Three  
suction elevators along-  
side are making rapid  
work of discharging the  
cargo of Saskatchewan  
wheat into long lighters  
or Rhine-ships.*



Sunday aboard the Dutch steamer *Bildderdyk*, in mid-ocean, with members of the crew enjoying sunshine on deck after several days of rough weather-



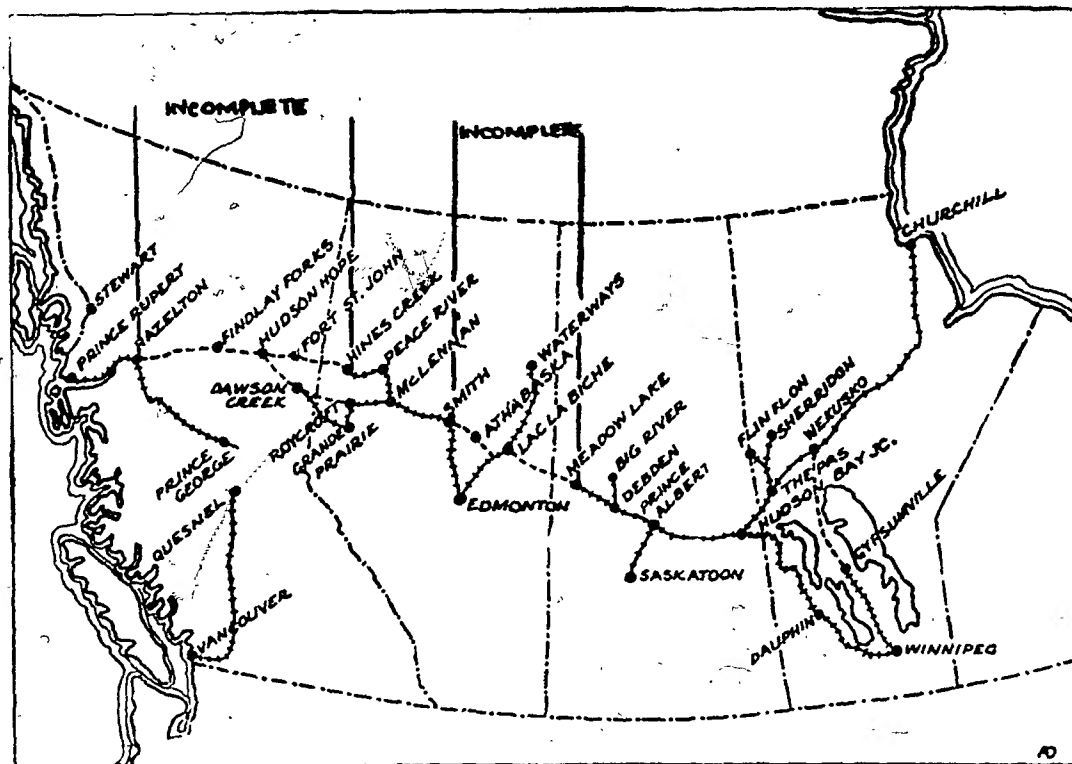
Germany

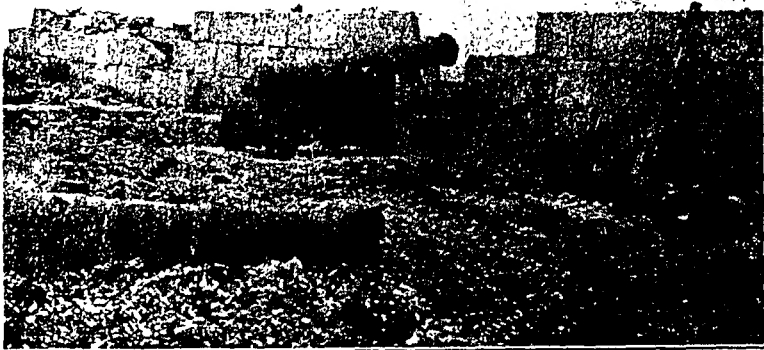


# Railway Trunk Lines and Feeders



Necessary for the development of our vast natural resources in the north of the Prairie Provinces, is the completion of a main railway line through the Peace River block, the natural outlet of which is by way of Hudson Bay. Feeder extensions also need completion to provide an efficient network for two-way traffic—Canadian produce to Britain, British imports to Canada via the Hudson Bay Route. The Saskatoon-Melfort-Carrot River line needs completion to The Pas. The Lanigan-Melfort-Gronlid line needs completion to join up with the Hudson Bay road. The line from Kelvington needs extending north to The Pas. In Manitoba, the Winnipeg-Gypsumville line needs extension to meet the Hudson Bay road at Wekusko.





*North wall of old Fort Prince of Wales.*

*In 1812...*

Settlers came into Canada by way of Hudson Bay to settle the rich farmlands of the Red River Valley.

*In 1948...*

Wheat will go out through Hudson Bay. And cars, trucks, tractors, glass, chinaware, hardware, chemicals, office supplies, textiles, linoleum, etc., will come in.

*The Grelhead, a typical tramp steamer, sailing into Hudson Bay*

